

PRICE THREEPENCE

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the same historic instances. A century later, an army and navy just twice as large as Cromwell's was discharged in England, and the same force was expressed, and again it proved groundless. The same groundless force was again expressed at the same time since happily cited Adam Smith's commentary on this latter event, as a guide to our own future. That political economist said the discharged men "were absorbed in the great mass of the people, and employed in a great variety of occupations, and the number of idlers rose from so great a change in the situation of more than a hundred thousand men, accustomed to the use of arms, and many of them to rapine and plunder. The number of vagrants was scarce any the less; and finally increased to such a number, that the labourers were not reduced by it in any perception."

As a matter of fact, also, the whole temper of the disbanding army has been peaceful. None of the riots occurred which might have been expected. Mexico lay a tempting prize for adventurers, a rich field for glory and for spoils. Our army marched 100,000 strong to the very brink of the Rubicon, there paused, and the major part of it was faced about and marched quietly homeward. No, we need have little fear that the military spirit which was aroused in this country by the war is hostile either to republicanism or to tranquillity. The motive which called the volunteer army together, and the character of those who constituted that army, will sufficiently account for its quiet dispersion.

PANAMA HATS—What about Panama hats? asks my reader, for every one who has heard anything of Panama has probably heard of the far-famed Panama straw hats. And who has not remarked, on the Boulevards at Paris, the shop filled with these hats, and with characteristic exactness dedicated in the old Parisian style, "*aux docks de Panama*"? Alas, for the illusions of commerce! There are really no Panama hats, as there are no docks at Panama. The hats in question are so called in the same way, but hardly with the same right, that the hats made in Tuscany are called Leghorn hats. The Panama hats are made chiefly of the bright yellow grass of *St. John's* (see page 149). Though some are manufactured in the interior of New Granada, but all are merely shipped from Panama. Madame Ida Pfeiffer says—"Both sexes (in Panama) wear little round straw hats which they know how to plait, but these do not come from Panama, but from the interior of the country, small, and scarcely serve to cover the thick plaits of their hair." Here the traveller was mistaken. The hats worn at Panama are the hats above described; but none are made there but those of the published account which states that "the province of Panama produces much more than Peru. It is supposed that not less than sixty or eighty thousand hats are annually exported from the province of Panama. If the average price of a hat is reckoned at two piastres, these exportations will represent a value of about 200,000 dollars." I dare say the natives of the Isthmus heavily with this was the case. The hats are made by the Indians of the highlands, and are more correctness. "The plating of these hats occupies the whole of the Indian colony of Moyobamba, on the banks of the Amazon, to the north of Lower Peru. In the month of January, the hats are sent to the coast by the country boats. The inhabitants of all men serve

before the cottages plaiting hats and smoking cigarettes. The straw is plaited on a thick piece of wood, which the workman holds between his knees. The centre is begun first, and the work continued onward to the rim. The time most favourable for this kind of work is the morning of rainy days, when the atmosphere is saturated with moisture. At noon, or when the weather is clear and dry, the straw is dry; the straw is apt to break, and these breakings appear in the form of cracks in the plaited work is done. When the combanion, to be used in the next stage, is gathered before their complete development. They are steeped in hot water until they become white. When this operation is terminated, each plant is separately dried in a chamber where a high

temperature is kept up. The bomboniza is then bleached for two or three days. The straw thus prepared is dispatched to all the places where the bomboniza is sold, including the plantations here, and the Indians of Peru employ the straw not only for hats, but also in making those delicious little cigar-cases.² These hats are very soft, and when washed with care look almost as good as new. They are made of a very heavy, however, heavy, which, I think, makes them to some extent unsuitable for a hot climate. They are also very expensive; a good one costs from twenty dollars (about 125 francs) to over a hundred. Every time it is cleaned, they are much worn by the Indians of Peru and West Indians, and no native girl of the lower classes considers herself properly dressed to go out of the house without one. The hats worn by these

the great depot for Panama hats, 400,000 dollars worth being sold annually. The grass of which they are made is found chiefly in the neighboring province of San Cristoval. They can be braided only in the night or early in the morning, as the heat in the day time renders the grass brittle. It takes a native about three months to braid one of the finest quality, and I saw some hats which looked like fine linen, and are valued at 50 dollars apiece each here. The above estimate is, however, much too large. The value of the hats exported from Guayaquil in 1853 did not amount to 20,000 dollars. In 1862 it was 220,000, and in 1861 it was under 100,000 dollars, according to the

STATE OF MR. RAE OF THE ZAMBESI EXPEDITION.
—We regret to announce to-day the death of Mr. Rae, C.E., one of the members of Dr. Livingston's exploring party in Africa, who expired under very melancholy circumstances in Glasgow on Wednesday. The deceased gentleman, who had been for some time at Zanibiar, had been made that country on Monday week, and arrangements had been made that during his present visit he should be made that during the late Mr. Walter Dalegich, Holyrood Selkirkshire. Up till Tuesday, which had been fixed for the marriage, the deceased was in apparently perfect health.

good health, but about noon of that day he complained of pain in the stomach. The symptoms, however, were not such as to cause any alarm, and the marriage ceremony took place at 3 o'clock. Mr. Rae, shortly after the marriage, seemed to be getting worse, and was put to bed. His illness was accompanied with insensibility in the evening; in the morning consciousness returned, but unfortunately there was no recovery from his illness, as he died about noon on Wednesday. Mr. Rae worked in early youth with a millwright at Perth. He subsequently completed his apprenticeship as an engineer with Mr. Caird, the eminent shipbuilder on the Clyde. He afterwards entered the employment of Messrs. Todd and Macgregor, Glasgow. He was engaged in the Pacific

vice in one of the transports employed during the Russian war, and he was at one time, we believe, wrecked off Cadiz. In 1858, he joined the expedition to the Zambesi, under the command of Dr. Livingstone. In 1860 he returned to this country to superintend the construction of the Lady Nyassa, which it may be remembered was built in sections, and was intended to be put on the Lake of Nyassa. He gave an interesting account of a shipwreck which occurred on his passage home. He sailed from Zanzibar on the 30th of August, 1860, in the *Guide*, sailing from Salem. The ship's company consisted of twenty Abyssinians and three Spanish ladies and himself were passengers on board. On the 4th of September, about midday, the

struck, and went ashore at Rass Hafsson, where the vessel was wrecked. The crew were all killed, except the Gul of Aden. On the following morning they were able to reach the shore, but they were plundered of nearly everything they possessed by the natives. For several days they went about in search of water. Five of the crew who left their companions for that purpose never returned, and were afterwards found to have been murdered. Their sufferings at this time were indelible, their tongues perfectly parched, and their bodies so much altered that they could scarcely understand what each other said. They ultimately resolved to kill the captain's dog, which accompanied them from the ship, and Mr. Ras states that he put a small piece of the fish over his fire to keep them from eating

being severely cracked and very painful. The party on the fifth day returned to the ship. They were visited by the chief's "head man" from the interior, who on learning that there was an Englishman in the party, said he had his orders from his Sultan, if there was any English, to protect them until the arrival of the chief. The chief arrived in five or six days, and through his kindness Mr. Rae was despatched with the ladies in an open boat to Makullah. Here, by the liberality of the Sultan, he was provided with another boat, which reached Aden on the 23rd October, 1860, and from thence he secured passages enabling him to arrive at Southampton on the 17th November following. Mr. Rae was a gentleman of amiable and kindly disposition, and was much

loved and respected by all who knew him. He died at the early age of thirty-two.—*Edinburgh Evening Courier*, October 12.

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